

IN THE SPECIFICATION

Please insert the following above line 1 of page 1:

TITLE OF THE INVENTION

Please insert the following between lines 2 and 3 of page 1:

BACKGROUND OF THE INVENTION

FIELD OF THE INVENTION

Please insert the following between lines 4 and 5 of page 1:

DISCUSSION OF BACKGROUND

Please insert the following between lines 10 and 11 of page 2:

SUMMARY OF THE INVENTION

Please amend the paragraph at page 4, lines 12-13 as follows:

[[On ]]Figure 1 ~~the engine, designated by general numeral reference 10, is discloses~~  
the preferred embodiment of the present invention and shows a diesel engine supercharged by  
a turbocompressor.

Please insert the following between lines 13 and 14 of page 4:

DESCRIPTION OF THE PREFERRED EMBODIMENT

Please amend the paragraph at page 4, lines 14-17 as follows:

In the example represented, the engine 10 contains four ~~cylinder~~ cylinders 12, ~~such as~~  
~~12~~, arranged in a line. It is supplied with fresh air through an intake distributor 14, which in  
turn is supplied by a feed pipe 16 provided with an air filter (not represented) and equipped  
with a flow meter 18.

Please amend the paragraph at page 6, lines 6-9 as follows:

That control parameter consists, for example, of the ratio between the flow of exhaust gases and the mass of soot burned. That ratio is periodically calculated, in the course of regeneration of the filter, for a period of time that can range from one second to a duration corresponding to the regeneration phase.

Please amend the paragraph at page 6, lines 15-18 as follows:

Thus, if the parameter calculated is less than the first threshold value  $d1_{ref}$ , it is considered that regeneration of the filter will unfold normally. The energy generated by the chemical reactions used is totally evacuated by the flow of exhaust gases. On the other hand, if the parameter ranges between  $d1_{ref}$  and  $d2_{ref}$ , a risk of runaway regeneration exists.

Please amend the paragraph at page 6, lines 19-23 as follows:

The driving conditions and, therefore, the promptings of the driver then affect the occurrence of such a runaway. Under those conditions, a potential risk exists of damage to the particle filter. The computer 34 then brings about execution of a procedure of control of the means of regeneration of the filter, so as to limit or reduce the rate of regeneration and even possibly stop it.

Please amend the paragraph at page 7, lines 4-9 as follows:

As far as the procedure of calculation of the parameter controlling operation of the means of regeneration of the filter is concerned, the flow of gas is a value which is extracted from the map 38, as a function of the operating parameters of the engine. The mass of soot burned can also be extracted from the map 38. As a variant, it can be calculated from the

mass of soot previously burned, that is, on the previous period of calculation, and from the rate of regeneration of the filter.